

# The Hongkong Telegraph.

WEATHER FORECAST  
RAIN  
Barometer 29.92

(ESTABLISHED 1881.)  
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May 1, 1913, Temperature a.m. 74, p.m. 82, Humidity...73, 70.

May 1, 1912, Temperature a.m. 73, p.m. 79; Humidity...50, 74.

9085 晚六廿月叁年丑癸

FRIDAY, MAY 2, 1913.

五拜禮 號二月五英曆西

886 722 4200  
SINGAPORE, 1913.

## TELEGRAMS.

### THE BALKAN CRISIS.

#### AUSTRIA INSISTENT.

Reuter's  
[Service to the "Telegraph."]  
London, May 1.  
A Berlin message states that information has been received from Vienna that if Montenegro does not reply satisfactorily, Austria will, at Thursday's Conference of Ambassadors, announce that she will resume liberty of action and leave the other Powers the option of joining her.

#### A Perplexing Knot.

Lord Morley, deprecating a discussion in the House of Lords of the Skutari embargo, described the situation as one of the most perplexing knots that ever confronted diplomats. The accuracy of his description is reflected in the wealth of conjectures regarding Austrian intention which are filling the Continental press.

While it is officially declared that Austria has not yet decided what her action will be and how it will be carried out, the Vienna press asserts that preparations are completed for striking at Cetinje or operating against Skutari. It expresses the opinion that the objective will be attained within a month.

#### What About Italy?

The attitude of Italy, without whose agreement Austria cannot act, is still a mystery. Count Berchtold, Austrian Foreign Minister, had a lengthy conference with the Italian Ambassador at Vienna on Wednesday. It is suggested in the Vienna papers that Italy will occupy Southern Albania while Austria will proceed to Skutari.

An inspired article in the "Tribuna" emphasises that Italy will not allow the question of Albania to be settled by Austria single-handed, but will act with a view to keeping Austria within the limits prescribed by the old agreements.

#### A Momentous Conference.

According to one suggestion in the London press, the Ambassadors to-day may adopt the middle course of international detachment. Probably Austria, Italy and Britain will seize Antivari and Duloigno, while Austria pledges herself not to take isolated action for a fortnight. The situation may be summed up that the world is awaiting anxiously to-day's Conference, which will possibly decide the peace of Europe.

#### A Warning.

The "Times," in a leader headed "A Grave Situation," does not expect that Austria will hearken to the good advice of the Ambassadors to-day, if they are able to agree to her demands. The journal is therefore forced to conclude that she will take independent measures, and warns Austria of her terrible responsibility in jeopardising the peace of Europe.

#### A Long Sitting.

Later.

The Conference of Ambassadors has just separated after a two-and-a-half hours' debate. It is understood that the Conference discussed the communication from Montenegro expressing readiness to evacuate Skutari if she obtains compensation elsewhere.

The Austrian view, however, is that the evacuation must be unconditional and immediate, though the other Powers are considerably less obdurate.

It is not known yet whether any means can be found which will reconcile the contrary views and avoid a rupture in the Conference.

## TELEGRAMS.

### THE BALKAN CRISIS.

#### CONFERENCE TO MEET AGAIN

Reuter's  
[Service to the "Telegraph."]  
London, May 1.  
Reuter learns that the fears of a breakdown of the Conference of Ambassadors have not been realised, and the Conference will reassemble on Monday, the Ambassadors in the meantime informing their Governments of the decisions reached to-day (Thursday).

Russia's Blunt Demand.  
Reuter's correspondent at Skutari reports that Russia, on Wednesday evening, renewed her demand for the evacuation of Skutari in the bluntest terms, intimating that Montenegro was courting ruin by her attitude. The communication has created great bitterness here, adds the correspondent.

After to-day's Conference the Austrian Ambassador remained conferring with Sir Edward Grey for some time owing to representations from the Balkan States.

#### Peace Plans.

It appears to be practically decided that the Peace delegates will reassemble in London when the Powers submit their draft of the preliminaries for signature. It is anticipated that this plan will avoid protracted discussions.

### ONE THOUSAND GUINEAS

#### PROBABLES AND JOCKEYS.

London, May 1.

The probable starters and jockeys for the One Thousand Guineas, to be run at Newmarket over a distance of one mile at Newmarket on Friday, are: Princess Dagmar (H. Jones), Puro (Maher), Flowing Cup (Donoghue), Grania (Herbert), Research (Higgs), Maona (Walter Griggs), Coora (F. Wootton), Fly By Night (Martin), Virgil (F. Templeman), Arda (Earl), Rindera (Barrett), Countess Zia (Price), Queen's Parade (Piper), Taslett (Wheatley), Glass Bell (William Griggs), Willy Nilly (W. Huxley), Karenza (Bensley), Early Girl (Saxby), Sands of Time (Clark), Roseobee or Benbain (Helle), Dapche (Ringstead), Charmeuse, Martynia, and Jest are still without jockeys.

### IMPERIAL PREFERENCE.

London, May 1.

A message from Melbourne states that the Conference between the Commonwealth, Canadian, and New Zealand Ministers of Customs has resulted in a tentative arrangement between Australia and New Zealand, but it soon became evident that an agreement between the three countries was impracticable.

### H. M. S. MALAYA.

London, May 1.

Mr. Churchill stated in the House of Commons on Wednesday that preparatory steps for the building of the Malaya were being taken, but it was not yet settled whether the contract would be for thirty or twenty-seven months.

### DUCHESS OF CONNAUGHT

London, May 1.

The condition of the Duchess of Connaught shows a slight improvement.

## TELEGRAMS.

### THE SUFFRAGISTS.

#### ANOTHER ARREST.

Reuter's  
[Service to the "Telegraph."]  
London, May 1.  
Miss Annie Kenny, the suffragist, was arrested on arriving at Dover to-day from France, and was taken to Bow Street Police Court, where she was remanded.

#### Further Outrages.

The suffragists have burned the boathouse at Hampton Court and the coach-house and stables at Hendon.

### REJECTED BILLS.

#### TO BE RE-INTRODUCED.

London, May 1.

In the House of Commons, Mr. Lloyd George announced that the Home Rule, Welsh Disestablishment and Scottish Temperance Bills, which were rejected by the House of Lords, will be re-introduced next week into the House of Commons. The second reading of the Home Rule Bill will take place on June 3rd.

### SHIPMASTER CHARGED

Alleged Carrying Emigrants without a License.

Before Mr. C. D. Melbourne, at the Police Court, this morning, Captain Octams, a. Wong Koi, was charged with carrying from the Harbour on a voyage of more than seven days duration—Bangkok, conveying twenty-four Chinese emigrants without a licence under the hand of the Governor and the Public Seal of the Colony, or under the hand and seal of the Emigration Officer.

The defendant pleaded not guilty.

His Worship fixed the hearing for to-morrow at 11.30 a.m.

### RAGTIME AND ROYALTY.

London, March 15.—Protests have been raised in some quarters against the inclusion of ragtime music in the programme rendered by the Guards' Band during the procession of the King and Queen at the opening of Parliament. The "Musical News" declares:

"We have plenty of fine martial music suitable for such occasions, and there is no need to go to America for inspiration. Doubtless these clever comedians known as 'the two Bobs' will feel highly complimented at their popular 'Alexander's Ragtime Band' being utilized in a state procession, but to any one who appreciates significance in music this selection was both unsuitable and meaningless. Worst of all, it was followed by 'Waiting for Robert E. Lee' and 'Hitchy-koo.' It is truly a reign of ragtime. We are not disputing the popularity of the above tunes, but both the music and the words with which they are associated render them unfit for state pageants. Such things stick in one's throat even at stately ceremonials such as the Lord Mayor's show."

Evidence that the ragtime craze has spread to social circles is shown by the fact that Ethel Levey was the hit of a party recently and received as much applause as she does on the stage of the London Hippodrome. She sang several ragtime numbers and gave the famous ragtime "brother" dance. She received a number of invitations to give lessons in the latter.

## TELEGRAMS.

### THE TEA DUTY.

#### THIS YEAR'S EXPECTATIONS.

Reuter's  
[Service to the "Telegraph."]  
London, May 1.  
Mr. Lloyd George, replying to a question in the House of Commons on Wednesday, stated that the tea duty receipts were based on the expectations of clearances and not on imports. For 1913-14 they will exceed by 14,304,000 pounds the clearances of 1912-13. The consumption in 1912-13 suffered from the coal strike, and there was considerable withholding of clearances at the end of the year. It was computed that these amounted to 4,800,000 pounds.

### RETURNED FROM THE ORIENT

Bishop Fallows Arrives in San Francisco.

The following wire has been received by the "Cable News American":

San Francisco, April 26.—Bishop Fallows returned to-day from a visit to the Orient, part of the time having been spent in the Philippines. On arrival his opinion was sought by representatives of the press as to the Philippine problem, and he informed them that he had come to the conclusion that the United States cannot for her honour's sake, and for the sake of humanity, grant the Filipino people the independence for which their representatives are pleading. He said that untold good had been done in the Philippines in the direct benefit of the people since American occupation.

Bishop Fallows was one of a party of travellers who were conducted through the Philippines a couple of months ago by Captain Humphries, U. S. A., and who, on their return to Hongkong, spoke with great enthusiasm of Philippine possibilities. An interview with Captain Humphries appears in the "Telegraph" of March 25.

### WEDDING.

The wedding took place at St. John's Cathedral this afternoon of Mr. N. G. Beale, of the General Electric Company, Shanghai (son of Mr. J. Beale, of Sydney, N.S.W.) and Miss Doris Evelyn Vessey, daughter of Mr. R. Vessey, of Westcliff-on-Sea, England. The bride arrived this morning from England, having come by way of Australia. The ceremony, which was witnessed by a number of friends, was performed by the Bishop of Victoria, Dr. Lander. The bride was given away by Mr. H. Walton, while Mr. F. H. Shaw was "best man." The honeymoon is to be spent at Canton and Macao.

### Japanese Beer in China.

A vernacular paper notes that the demand for Japanese beer in all cities in China is steadily increasing, and how threatens to drive German beer out of the China market. The Oriental Brewery Company, which was formed at Hongkong in 1908 with a capital of \$500,000, has been forced to wind up owing to Japanese competition. (N.B. As we recently stated, this concern has been purchased by Mr. Apoor for a local syndicate.)

## TELEGRAMS.

### MARCONI COMMITTEE.

#### INTERIM REPORT SOON.

Reuter's  
[Service to the "Telegraph."]  
London, May 1.  
The Marconi Committee has decided to conclude the hearing of evidence on questions affecting Ministers and others before the Whitsun recess. It will immediately afterwards prepare an interim report on these questions.

### PHILIPPINES GOVERNOR.

Mr. Shuster's Name Coupled with Mr. Perry Belmont's.

A telegram to the "Cable News American," dated Washington, April 28, states:—There is still much speculation here as to who will be the next governor general of the Philippines. Now that Joseph Edward Davies of Wisconsin has refused the offer of the appointment the names of W. Morgan Shuster and Perry Belmont, a lawyer of New York, are mentioned.

W. Morgan Shuster is well known in the Philippines, he having been collector of customs in 1901. He was later appointed secretary of public instruction, and after his resignation here was appointed by the Persian government to reorganize the finances of that country. He remained in Persia until political conditions there compelled the Persians to release him from his contract.

### BOXING.

Pilebury Willing to Fight Turner.

Private Pilebury, F. Coy, 2nd D. C. L. I., who issued a challenge in our columns the other day, and who had his challenge accepted by Private Turner, G. Coy, 2nd D. C. L. I., asks us to announce that he has learned with regret, from the boxing promoters of Hongkong, that "no boxing will take place yet awhile." He states that he "accepts Private Turner's challenge and hopes to fight him at the earliest possible date."

### THE KINETOPHONE.

The Kinetophone has been attracting large audiences to the Theatre Royal during the week, and there was another big house last night. To say that the members of the audience were delighted is but faintly to hint at the pleasure they had in the new invention. The combination is not yet perfect, but it is marvelously fine and is capable of improvement. There was a trifling mishap last night, when a spring broke, but the matter was promptly put to rights. The audience was more than delighted. The Kinetophone is still in its infancy, but the combination of voice and picture is well ahead of the picture alone, and its possibilities are tremendous.

### ASSAULTED THE POLICE.

A Chinese who was being arrested by Constable Swann, for gambling, kicked the officer in the side, butted him in the chest, and spat at him. At the Police Court this morning His Worship said that on the gambling charge he would dismiss the defendant with a caution, but on the second charge, assaulting the police, he would order him to be imprisoned and kept at hard labour for one month, and publicly exposed in the stocks for four hours.

## TELEGRAMS.

### P. AND O. DIVIDEND.

#### SEVEN PER CENT INTERIM.

Reuter's  
[Service to the "Telegraph."]  
London, May 1.  
The Peninsular and Oriental Steam Navigation Company has declared an interim dividend of 7 per cent. on deferred shares.

### JAPAN AND WESTERN WRITING.

Baron Sakatani, Mayor of Tokyo, states in the Japan Magazine that the advisability of Japan adopting Roman letters in printing and writing hardly admits of doubt to anyone versed in practical affairs. The superior merit of the Occidental alphabet in simplicity and facility is everywhere recognised; and personally he has no hesitation in believing that some day it will be adopted as the Japanese mode of writing. He continues:—

We cannot, of course, adopt any method so impractical and unreasonable as to force the nation to abandon its ideographs in a day. Were we to promulgate an order obliging all newspapers, letter writers, and books to adopt Romaji, the confusion would be unimaginably great, and all communication would come to a standstill. The greater portion of our people at present do not even know the difference between one Roman letter and another; they have yet to learn their A. B. C.'s, so to speak. In my opinion, the time when adoption of Western letters arrives will depend largely on the progress of common education, whereby the rising generation will become familiar with the use and superiority of Romaji. Let a fair amount of time be given to it in the public schools. By this method it may take thirty, or even fifty, years to accomplish the result, but it will be accomplished, no doubt. If people are rational they always come to adopt what they regard as most for their benefit. If Romaji is really a superior way of writing language, as all Western nations now claim, it will come into use in Japan by force of sheer merit, as it has done abroad. The old Chinese characters will gradually disappear before the light of progress, as the ghosts of superstition have done.

### NEWS FOR BUSY MEN.

## TELEGRAMS.

### THE NEWS CONDENSED.

The preparatory steps for the building of H.M.S. Malaya have been taken.

Miss Annie Kenny has been arrested on arriving in Dover from France.

A slight improvement in the condition of the Duchess of Connaught is reported.

The probable starters and jockeys for the One Thousand Guineas are given elsewhere.

The "Times" warns Austria of her terrible responsibility in jeopardising the peace of Europe.

An interim dividend of 7 per cent. on deferred shares has been declared by the P. and O. Company.

The suffragists have burned the boathouse at Hampton Court and a coach-house and stable at Hendon.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

#### THE NEWS CONDENSED.

The tea duty receipts for 1913-14 are expected to exceed the clearances of 1912-13 by 14,304,000 lbs.

The Vienna press asserts that preparations are completed by Austria for striking at Cetinje or operating against Skutari.

Fears of a breakdown of the Ambassadors' Conference have not been realised, and there will be another meeting on Monday.

Lord Morley has described the Balkan situation as one of the most perplexing knots which have ever confronted diplomats.

The Marconi Committee is to conclude the hearing of evidence on questions affecting Ministers and others before the Whitsun recess.

The Home Rule, Welsh Disestablishment and Scottish Temperance Bills are to be re-introduced in the House of Commons next week.

Austria insists that the Montenegrin evacuation of Skutari must be unconditional and immediate; the other Powers are less obdurate.

Russia has renewed her demand to Montenegro for the evacuation of Skutari; the communication causing great bitterness in Cetinje.

A tentative fiscal agreement between Australia and New Zealand has been reached, but the inclusion of Canada has been found impracticable.

It is practically decided that, when the Powers submit their draft of the preliminaries for signature, the Peace delegates reassemble in London.

### LOCAL.

An item of interest to boxers appears in this issue.

Two rating appeal cases came before Mr. Justice Kemp this morning.

An interesting article dealing with the Rugby Game appears in this issue.

A Chinese who assaulted a policeman received a month's hard labour this morning.

The Soldiers' Club Billiard tournament is nearing completion. The latest scores appear to-day.

Dr. Just, of the firm of Muller and Just, is retiring and will leave the Colony on the 6th inst.

The action arising out of the affairs of the Hongkong and Shanghai Banking Corporation continued in the Supreme Court to-day.

### DON'T FORGET.

#### TO-DAY.

Victoria Theatre 9.15 p.m.  
Kinetophone, Theatre Royal 9 p.m.

Mr. B. Stephenson's Benefit.  
Bijou Theatre 9.15 p.m.

#### TO-MORROW.

Bijou 9.15 p.m.  
Victoria Theatre 9.15 p.m.

Saturday May 3.  
Hongkong Electric Co. meeting—noon.

Wednesday May 7.  
Licensing Board—2.15 p.m.

Extraordinary General meeting Royal Hongkong Golf Club—5.30 p.m.

Saturday May 17.  
Bankruptcy.



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Hongkong, 1st Aug., 1912. [53]

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Hongkong, 1st Feb., 1912. [13]

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MANILA

OFFICE

78, ESCOLT

OUR  
CONTEMPORARIES.

South China Morning Post.

## A Tug-of-War.

An impasse has been reached and the question: "Will Yuan be strong enough to beat down the opposition?" must be answered. He is accused of sacrificing the nation, a common enough expression in Chinese political wrangling. His opponents go further, even and charge him with bribing his supporters, obtaining the money to train troops to slaughter the people and with purchasing the services of murderers. He is branded by the "Chinhua Minpao," an organ of the Kuo Ming Tang, as a "traitor," the paper adding that "if the loan is successfully concluded, it will be the first spark of fire that will destroy China." A regular campaign of vilification has been instituted and little wonder the President refuses to listen to those who thus oppose him. The situation has resolved itself into a tug of war between Yuan Shih-kai and the Kuo Ming Tang. Yuan has control of the military situation. With the signing of the loan he has the support of the Powers. On the other hand, there is a weapon, an old and familiar one, which the Kuo Ming Tang, if it is strong enough to sway the people, might bring into effective play.

## China Mail.

Our indifference to the Stars. That the prevailing ignorance of the exaggeration is asserted by heavens above us is a deplorable almost beyond the power of Mary E. Byrd in an article contributed to Popular Astronomy. Our schools emphasize "nature study" so far as it relates to forms of plant and animal life and to the surface features of the earth, but their courses of study "leave out the sun in the heaven," and generations of our children "grow up, knowing less about the stars than the negroes in Central Africa." Educated people do not know a planet from a star and are even unable to tell whether the new moon is rising or setting. Few realize that the sun crosses the sky in a different path on each succeeding day, and fewer still connect these changes, constantly going on before their eyes, with the change of seasons. Indeed, Miss Byrd says, it would be difficult to ask five questions about the heavenly bodies so simple that two or three out of a company, generally well-informed, could make a grade of fifty per cent.

## Daily Press.

## The Loan Question.

The Chinese Government has done its very best for the nation in the matter, and we cannot see what is to be gained by the repudiation of the agreement by the National Assembly. Money is urgently needed, and experience has shown that there is no other way of getting it than by raising a large foreign loan and that will be unobtainable except upon conditions that the Foreign Government approved. Delay is dangerous, for the Government has got into arrears with its payments on account of the Boxer Indemnity, and it has the greatest difficulty in meeting the current expenses of the administration. Repudiation of the loan contract would result in complete demoralisation. It would mean that either the President would be compelled to resist Parliament with the aid of the military forces of the Empire, whose loyalty to his person is said to be undoubted; or, acting constitutionally, he would be constrained to retire and leave it to others to rule the country if they could, out of the financial mire in which it is floundering. Our own view as we have indicated above, is that there will be no repudiation of the contract, in spite of the Senate's resolution, and the excitement of the political parties hostile to Yuan Shih-kai, because the political firebrands must, in their moments of calm reflection, perceive the state of chaos into which that act of folly would at once plunge the country.

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ORANGE GIN  
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## GENERAL NEWS.

"Truth" and the late Rev. A. H. Stanton.

Father Stanton was a man of truly saintly character, says "Truth," and he did very good work among the poor of his London district for half a century, and was much beloved by them. He was distinguished for his robust common sense, and he was entirely free from cant. He was an eloquent and very forcible preacher, and a genuine evangelist, which is not the same thing as an evangelist. He was a curate of St. Alban's for half a century, and he never received any stipend.

**Opium Delegate Goes to England.**  
A reception was given at Peking last week in honour of General Chang, the opium delegate who has just left for England, and also Dr. Wenham, who accompanied him.

**Marriage at Tientsin.**  
The marriage of Mr. Otto Gericke, of the Tientsin branch of Messrs. Carlowitz & Co., and Miss E. Siemens has taken place at the German Consulate, Tientsin, and in the house of Mr. and Mrs. A. Schulz, by the Pastor Winter, from Tientsin.

**Opium Growing in Amoy.**  
Amoy, April 25.—The opium harvest in the districts round Amoy is now finished. The efforts that were reported a few weeks ago as about to be made by the "Truth" to destroy the poppy plants have amounted to nothing. The "Truth" visited some of the districts where poppy was being grown, and he summoned the clan elders. It is not publicly known what were the terms of settlement agreed upon with them, but it is certain that very few fields of poppy were destroyed. A good crop has been gathered.

**Chinese Salt Revenue.**  
The Civil Administrator of Fukien has telegraphed to the Government stating that owing to the great financial stress, the revenue derived from the Salt Administration must be used for the payment of troops, and in reply the Ministry of Finance telegraphed him as follows.—It has been publicly announced that the Government has decided to utilize the revenue of the Salt Unhelle for the securities of the Foreign Loan, and consequently it is impossible to make any other use of it. Therefore this said province should raise funds from other sources for the payment of troops.

**Chinese Imports Duties.**  
The International Reform Bureau has received a despatch from Washington saying that the State Department is now considering a plan, which was proposed some years ago, of sending special commissioners to consult with other Governments with a view to allowing China to increase her import duties. The despatch contends that this would enable China to secure a source of revenue of which any sovereign power should have the right, and which would allow China to develop other sources of revenue and be of commercial value both to China and the world. Dr. Hamilton Wright may be one of the Commissioners.

**The Idealism of America's People.**  
On leaving America for Paris, Professor Henri Bergson was asked, as usual with distinguished visitors, what had impressed him most during his brief stay. "The idealism of the American people," was the complimentary reply. Professor Bergson stated that his next visit to America would be for the purpose of travel and observation, not for lecturing. It is to be hoped that the further study promised will confirm the favourable opinion expressed.

**How did Woo Fuk-ming die.**  
There were diverging reports last week in Shanghai regarding the cause of the sudden death of Woo Fuk-ming, murderer of the late Mr. Sung, the doctors who conducted the post mortem examination being still unable to announce a decision. It has been insistently reported that Woo was poisoned. The general belief, however, is that he did not commit suicide. According to the report by Colonel Chen, in charge of the prison, Woo appeared in ordinary health the previous evening, although early in the morning, shortly before his death, the guards observed unusual symptoms.

## MR. WILSON AND THE TARIFF.

Conference on the Underwood Bill.

Washington, March 24.—Representative Underwood, chairman of the House Committee on Ways and Means, which is preparing the Tariff bill for the extra session of Congress, will have a conference on the subject to-night with President Wilson.

Talk of very radical tariff reductions has almost disappeared from Washington. It is believed that only moderate reduction can be passed through the Senate, and it is now said that free raw sugar simply cannot be obtained from the upper house.

The income tax, is really the serious matter over which the Ways and Means Committee is agitating. It is said that the new income tax in Wisconsin will produce only three and one-half millions, with an average tax of about 4 per cent, and average exemption as low as \$1,228. Assuming as some of the statisticians do, that Wisconsin may be regarded as an average of the country, these rates would produce a little over the \$150,000,000 which the leaders now hope to get from the income tax. But no such exemption as \$1,228 has been in mind hitherto—the lowest minimum thus far discussed has been \$4,000.

These considerations are strong reasons for the position of those who favour a graduated tax, low for the smaller incomes and increasing as the income increases. President Wilson and Representative Underwood will confer to-night on the details of tariff revision. It was announced early to-day at the White House that the President would spend the evening with Mr. Underwood, carefully studying the proposals that already have been mapped out by the House Ways and Means Committee.

Although Mr. Wilson has had several conferences with the Democratic House leaders, they have been along general lines. It is expected that to-night's conference will reach specific subjects and that the President immediately thereafter will finish his first special message to Congress, including therein a discussion of the tariff that will conform to the plans already agreed upon by House leaders.

It always has been Mr. Wilson's custom to study the possibilities of legislation and write his messages with an idea of what actually has been determined upon by party leaders rather than by presenting new and undiscussed policies. It is believed that his message will cover in a general way the character of tariff revision that he hopes to see accomplished and also will point out specifically the goals of reduction which should be reached.

The conference with Mr. Underwood will give the President a detailed acquaintance with the work of the Ways and Means Committee for the last few months, and will be followed by other conferences through which the President hopes to secure a common agreement among members of the Democratic party for a tariff bill.

The idea of a single tariff bill is said to appeal strongly to the President as a means of expediting legislation, but many of his friends think it will prove an obstacle to harmonious revision of the tariff. The question is to be settled by the Democratic caucus, but it is known that the wishes of the President will be consulted by House leaders during the week, when the merits of the schedule-by-schedule process and the omnibus-bill method will be presented to him.

**Sunday Papers.**  
"Is the Church to be harder than the law of the land?" asked the Rev. J. Morgan Gibben, chairman of the Congregational Union, preaching at Cardiff yesterday. He was referring to the suggestion that members who indulged in Sunday newspaper reading should be excommunicated. It was, he said, capital punishment, the utmost penalty the Church could inflict, and very like hanging a man for stealing a sheep. He was prepared to do all possible against Sunday newspaper reading, but there must be a measure of reason in these things.

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## TO LET.

FROM 1st February, MEIRION, No. 10, Peak, furnished or unfurnished. 6 Rooms. The "EYRIE" No. 13 Peak, To let furnished. No. 21, SHELLY STREET. To let, or for sale, "GLEN-SHIEL," Barker Road, No. 124, Peak, 5 rooms from 1st March, 1913.

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Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 25th Feb., 1913. [211] TO LET—"BREEZY VILLA," No. 2, Park Road, 4 Roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—YAP HOK LING, No. 4, Ripon Terrace. Hongkong, 28th Mar., 1913. [264]

## SERVICE MATTERS.

**Heroes and Their Families.**  
It is a rather curious fact that the three most distinguished English soldiers of modern times should have had no sons to succeed to their titles. Lord Wolseley's viscountcy descends to his only daughter, Lord Roberts' only son was killed in the South African War, and Lord Kitchener has so far resisted matrimony. Lord Nelson also left no son, the title going to a brother. Besides having no sons to whom to bequeath their titles, there was another point of similarity between Lord Wolseley and Nelson. Both men did most of their best work after being deprived of the sight of an eye. Lord Wolseley's wound outside Sebastopol effected this loss. But many people must have seen him without knowing that he was so handicapped.

**Mules for the M.S.G.**  
Capt. Beaumont, R.G.A., who commands the Mountain Battery of the Malay States Guides, arrived at Singapore on April 22 by the s.s. "Fan Sang" with a batch of forty-seven mules from Ching-wan-tao. This addition to the establishment of the battery will supply it with complete pack equipment and give to the battery its full degree of mobility. The animals arrived in excellent condition, and by special train for Taiping the same afternoon.

**The Troopship.**  
One again, says "Truth's" military correspondent, my attention has been called to the unsatisfactory accommodation provided for non-commissioned officers and their wives on board Indian troop vessels, when, as frequently happens, they have to travel third-class. The women and children

## TO LET.

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TO LET:—A House in Knutsford Terrace. THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED. Hongkong, 27th Mar., 1913. [258]

A Hacienda East, 74 Mount Kelat Road—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

are packed like sardines in small cabins along with other families who are strangers to them. The messing, and messing arrangements, are rough beyond description. No tablecloths are provided, and tea, mixed with milk and sugar at the cook's discretion, is served in tin quart pots, which after use are strung on a cord, and then hung on a peg. The only other utensils in use are enamelled plates. Passengers are expected to bring their own knives, forks, and spoons, though they are more often than not ignorant of this order till they get on board. The food is unpalatable, and more like prison fare than what ought to be on board-ship, where there is plenty of time to cook it well, and serve it decently. And so on. Young men can put up with this kind of accommodation and not be much the worse for it, but it is not right to ask married N.O.'s of the rank of staff-sergeant, who have been accustomed to decent living on shore, to be herded together in this way along with the single soldiers, and to have their lives, and those of their families, made miserable during the whole of a voyage. The question seems to be primarily one of money. N.O.'s are allotted second-class accommodation if any is available; but only a few lucky ones get in. This means that there is not enough, and obviously more ought to be provided. But probably a good deal might be done to improve the lot of third-class passengers of all ranks if there were better supervision by both military and ship's officers.

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## MARRIAGE.

**STOCKHAUSEN-FRASER.**—On May 2nd, 1913, at St. John's Cathedral, Hongkong, by the Right Reverend Bishop of Victoria, Arthur A. Z. von Stockhausen, Chinese Maritime Customs, Shanghai, youngest son of the late F. W. G. Stockhausen, of Hongkong; to Christian Fraser, daughter of the late John Fraser, of Nairnshire, Scotland.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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## The Hongkong Telegraph.

HONGKONG, FRIDAY, MAY 2, 1913.

## THE LOAN SITUATION.

It is not altogether an easy matter to decide how seriously to take the opposition of the Senate to the Loan Contract. Admittedly, the situation gives rise to considerable anxiety and must not be regarded lightly, but we are not without hope that the gloom will be relieved. The Senate has repudiated the Loan on the ground that the President and the Cabinet went over the heads of Parliament in signing it. In a country where constitutional government was properly fixed and accepted the protest of the Senate would carry not a little weight. But China and her government cannot yet be measured by the standard of older nations, and, however much her leaders may be disinclined to believe it, will not so be measured for some time to come. Parliamentary procedure as understood in Peking, is a very different thing from parliamentary procedure as it operates in other countries, and this factor has to be considered at present.

It is just possible, indeed, that knowledge of this fact helped to decide President Yuan in completing the Loan Agreement without seeking the sanction of the Senate. China has no other man who sees so far or so clearly, and the President probably decided that an assembly which hardly knows the first thing about the conduct of serious business was better left out of account in carrying out negotiations so delicate and so far-reaching. No one can blame him if he did adopt such an attitude. Equally it has to be remembered that the opposition to the Loan is being conducted by the Kuomintang which has a majority in Parliament and which is bitterly opposed to President Yuan. It is doubtful, indeed, whether the opposition is aimed at the Loan so much as at the President himself. We question whether the objection to the Loan is not a deliberate scheme to undermine, if at all possible, the power of the President.

Once again, it is not within the bounds of probability that President Yuan, recognising that the power of this political faction must be broken if he and his Cabinet were to be permitted to do useful work toward the making of a new and more prosperous China, deliberately ignored the Senate in order to precipitate the inevitable struggle between himself and this reactionary party? He could not have chosen a more opportune occasion. The time was not of his choosing; it was forced upon him. For one thing, he can urge, and has urged, that the Loan was approved by the National Council which itself held out against foreign supervision for quite a time and in the end was forced to recognise that on no other terms was a loan possible. For another, in making the Loan Agreement (if our surmise is correct) the ground for the inevitable struggle with the Kuomintang, he would naturally calculate upon having the support of the Powers. It seems very much as though President Yuan had shown more than usual astuteness at this juncture and there need be little fear that he will win his way in the end. But the whole business is singularly unfortunate, and the sooner the clouds are dispelled the better for China.

## Home Football Honours.

Some interesting items of Home sport appeared in the telegram columns yesterday. Sunderland have won the championship of the Football League, with Aston Villa second. Football form was never more correctly borne out than in the League and cup ties this year. Aston Villa won the cup, with Sunderland the runners-up, and Sunderland have won the League, with the cup winners second. No doubt the members of both teams are bewailing the fact that, but for this or that trifling mishap in some game, they would have won the double event. Notts County and Woolwich Arsenal descend to the Second Division, and Burnley and Preston North End take their places in the upper division. For once in a way the struggle for the leadership and that to avoid relegation have been equally interesting. More often than not, the fight at the bottom of the table, towards the end of the season, is the more interesting of the two.

## "The Guinea."

Memories of a dozen years ago are recalled by the victory of Louvois in the Two Thousand Guineas. J. Reiff was up on the winner and one recalls how, in the early years of the century, it was never safe to let the boy run loose in a big race. Last year Reiff crossed the Channel to win the Derby on Tagalie, and evidently he has a fair chance of repeating his victory this year. The extra half mile at Epsom may make all the difference, however, and the French horse may not again beat Cranganour. The surprising thing is that the horse was allowed to start at 25 to 1. Home racing men have notoriously short memories or Reiff would never be allowed to run unbacked like this. The victory will give more than ordinary delight to the winning jockey. Since the trouble which led to the disappearance of his brother from the English turf, the younger Reiff has taken a delight, which he has not concealed, in crossing from France, when occasion offered, to try and secure a big race.

## Can this be True?

A report is spread by a native paper that the Kuomintang members of the Chinese Parliament have decided to demand a salary of \$12,000 a year for each member. Heavens above us! Are these socialistic gentlemen going to ask for a salary just thrice as great as even our own Radical Party at Home thought sufficient for any self-denying individual who, from motives purely altruistic, suffers himself to be elected to the House of Commons? This must surely be incorrect. We ever admired the readiness with which the English Radicals have distributed peerages; we have always applauded the unprejudiced fashion in which the daughters of Democratic America have consented to waive all personal feeling and become duchesses and marchionesses; we felt inclined to doff bonnet to Mr. John Burns when he did violence to his feelings by condescending to be made a Cabinet Minister on a salary of four figures; and we almost shed tears of sympathy with the Labour leader who, last year, sat down to a "mortal gorge" at Frascati's while the wives and children of East End strikers were crying for food. Then what shall we say of China's Democrats, who ask to be paid \$12,000 per annum for their patriotic services? But perhaps the story isn't true.

## A Threat—or What?

In our Northern News the other day we gave a short account of a meeting on the Californian question, at which Count Okuma remarked that "if the Japanese insisted on their rights, they must finally resort to an appeal to arms, which, for the sake of humanity, would be regrettable." Not half so regrettable, we opine, as it would be for Japan—if the Count's meaning is that his countrymen have it in mind to attack America. These are the days of excitement and we have given up feeling surprised at anything said or done.

## Morphine Instead of Opium.

Since the severe suppression of opium began, morphine has become very popular with the opium smokers, who use this as a substitute, says a Hankow paper. The import of foreign spirits is also increasing.

## DAY BY DAY.

There is said to be more ill-will, envy, hatred, malice and uncharitableness in a roomful of Socialists than in all the armies of Europe.

**The Mails.**  
Australian Mail.—Arrived per s.s. Empire this morning.

Siberian Mail.—Closes per s.s. Chenan at 5 p.m. to-morrow.  
German Mail of April 1st.—Delivered in London on May 1st.

**Robin Arrives.**  
H. M. S. Robin has arrived from the West River.

**Departed.**  
Among the passengers who left for the North by the Prinz Ludwig was Mr. G. Eriksland.

**Case of Plague.**  
One case of plague, from the Hlok Un Kok district, was reported during the twenty-four hours ended at noon to-day.

**Second Gymkhana Meeting.**  
The programme of the second gymkhana meeting, to be held on May 31, has been issued. There are seven events, including a hurdle race.

**Murder Charge.**  
The day fixed for the hearing of the case in which a man and a woman from Yumati are charged with murder is Friday next at 2.15 p.m.

**Langkat Output.**  
Messrs Wright and Hornby inform us that they are in receipt of a cable from Shanghai to the effect that the Langkat output for the past month was 12,261 tons.

**Bijou Theatre Benefit.**  
Readers are reminded that the benefit to be given to Mr. R. H. Stephenson, takes place to-night at the Bijou Theatre. A fine variety programme has been arranged and one or two specially attractive pictures will be shown at intervals.

**H. M. S. Tamar.**  
The receiving ship Tamar, which the Admiralty intend abolishing, was formerly an old troopship. She was built about 1880 and for many years was employed for troopship purposes in various parts of the Empire, arriving in Hongkong some seventeen years ago, when she was converted into a receiving ship.

**No Permit.**  
A Chinese was fined \$15 at the Police Court, this morning, for allowing people to occupy premises without a permit from the Building authorities. Mr. Davidson, of Messrs Hastings and Hastings, who appeared for the defence, pleaded guilty, but asked for a nominal fine as the people on the premises were workmen employed on them.

**Stolen Glue.**  
Before Mr. Hazeland, at the Police Court, this morning, Lim Shui and Chai Sz, were charged with feloniously taking five tins of black marine glue, valued at \$19.80, and 56 lbs. oakum, valued at \$5.60, the property of the Hongkong and Whampoa Dock Company, at Hung Hom, on the 19th ult. The first defendant was sentenced to two months' imprisonment and four hours' stocks. The second man was discharged.

## THE S. S. HUE.

**Cargo of Tin Discharged.**  
Messrs. Marty have received a wire from their agents at Fort Bayard, stating that the stranded Hue has discharged her cargo of tin. The rice which she was carrying, having become water-soaked, was thrown overboard. Salvage work is being continued by the Hongkong and Whampoa Dock Company and David Gillies.

**Mr. Lambert, Lloyd's surveyor,** left for the scene of the mishap this morning, by the Portuguese s.s. Kwangchowan.

## DR. JUSTI LEAVING.

Dr. Justi of the firm of Muller and Justi, who has been in Hongkong for the last ten years, is retiring and will leave for home, via Siberia, on the 6th instant.

Dr. Justi is greatly liked and much esteemed by the Chinese and Portuguese communities and, for services rendered to the latter community, he has been decorated by the Portuguese Government.

## STOWAWAYS.

How a Smuggling Syndicate was Broken.

[SPECIAL ARTICLE.]  
It may be remembered by many readers of the "Telegraph" that in September of last year there appeared in these columns a short interview with Mr. Gabriel, an Australian Customs officer who had visited Hongkong in order to enquire into the vexed question of smuggling Chinese into Australia. Beyond stating that a plot had been discovered in Hongkong and that many documents had been seized, Mr. Gabriel offered little information. He ventured the opinion, however, that the matter had been probed to the root and that the smuggling of stowaways was at an end. That seemed an optimistic estimate of the value of the investigations made, but it has been fully justified by results. At this time last year charges, at the Police Court, of attempting to stow away were brought against Chinese with startling frequency.

**A Lucrative Business.**  
For some time past not a single case has been recorded. Considering that the lucrative business of smuggling Chinese into the Commonwealth had been maintained for years and had been raised to a fine art, the success of the investigation made last year must be set down as astonishing.

It is possible now to present certain of the details of the plan followed, which were not available last September. The whole business was worked by a syndicate situate partly in Melbourne and partly in Hongkong. One letter which came into the hands of those who enquired into the business, and which came from Hongkong, asked for "Bills for young goods." The "bills" were naturalisation papers, and the "young goods" were young Chinese. In the office of the members of the firm who worked from this end were found some peculiarly interesting documents.

**What the Search revealed.**  
These included naturalisation papers and books of instruction for Chinese who were being sent from Hongkong. These books of instruction were compiled in Australia, and were calculated to be of much use to the stowaways when they were safely landed. They contained the names of streets in Melbourne, of shopkeepers in certain quarters, the names of bank managers and of police magistrates, of members of Parliament, and the like. One of them, in fact, concluded with the advice, "Please teach him the names of vegetables." The particulars in the books were learnt by the would-be immigrant. One letter which was seized, and which had accompanied one of the Chinese, said that he had been well and carefully instructed. Yet another book of instructions gave him in English. The person for whom the book was intended was told that, when he entered the Customs Office he was to say "good morning" if he went in the morning, "good-day" if in the day, and when he was asked if he spoke much English, he was to say, "I know a little English, but having resided in my native land for some time I have forgotten the words."

**At the End of his Tether.**  
The syndicate must have learned of the visit of Mr. Gabriel to Hongkong and of its purpose. At any rate, in the office of the despatching agents at this end was found a cable from one of the syndicate in Melbourne, "Withdraw new steamer's cargo or I am ruined." Apparently the sender of that cable had got cold feet, and not without reason. He was very near the end of his tether when he sent that cable.

All this is not a fanciful picture, but a statement of solid fact. It is a fact, too, that there was a profit in respect of each person who passed the Customs of £100 and that the amounts were divided among the members of the syndicate. In the course of a few days, however, it should be possible to set forth the facts even more fully than they have been given here. Meantime it may be stated that information to hand is to the effect that some, if not all, of the Australian members of the syndicate are cooling their heels in jail.

## THE RUGBY GAME.

Thoughts on the Game During the Past Season.

Speaking at the dinner given to the Springbok team on their return to South Africa after their successful tour in England, Lord Gladstone was able to draw from the ethics of Rugby football a very happy moral for Afrikaner politics. The end of the football year seems a fitting occasion to review the past season and to consider the present outstanding features of a game that is ever increasing its vogue.

The South African tour has been the most notable event at Home. The sturdy colonials seem to have created a good impression wherever they played and, though (if we except perhaps Morkel's demonstration of the wisdom of including a good place-kick in a team) they have introduced no new methods into the game; this is largely because home football has assimilated most of the lessons inculcated by previous colonial teams and has not so much left to learn. Out of 26 matches played, only three were lost—Newport, Swansea and London—and England was made to suffer her first defeat on the Twickenham ground.

**The "Triple Crown."**  
In International football England has won the so-called "Triple Crown" for the first time since 1892 (when the game was still played with three three-quarters) and for the third time only in the history of Rugby. The only score made against England was a splendid dropped goal by Lloyd in the Irish match and their line has not been crossed the whole season. Wales came second with two wins; Scotland third with one; and Ireland, being unable to back up her always magnificent forwards, lost every match. Unionists will notice with regret that after a career of ten years in first-class football, Adrian Stoop no longer figures in International fixtures. No man has done more for the game and the "Harlequin idea" is almost as much a byword as the "Nelson touch."

**Rugby Crowds.**  
One cannot help being struck by the size of the crowds that are reported to attend matches at Home. At a time when the Northern Union is spreading its tentacles to the remotest parts and Association is claiming its share of attention from what has always been considered the national game of Wales; it is with mingled feelings that we read of the enormous crowds that now attend English matches. The climax was reached on the occasion of the Calcutta Cup match, when no less than 35,000 people passed the turn stiles of the Rugby Union ground at Twickenham. Is this a healthy sign? We hope so, but have grave doubts. The Rugby crowd is usually the most sporting of all crowds, but unfortunately sizes are not wanting that some of the worst elements of "soccer" rowdiness have come to the surface during the year and, not to go so far afield as the unfortunate scenes in Paris during the Scotch match on New Year's Day, on one occasion (at Blackheath) the referee even had to "caution" a section of the onlookers. The cause of the larger and larger crowds that assemble to witness Rugby football is undoubtedly the opening up of the play due to proper use being made of the backs. It makes the game easier to follow—attractive in fact even to those spectators who have never played themselves and possess only the vaguest knowledge of the rules. And here lies the danger. Rugby has never been a mere "spectacle" for the uninitiated and the more it becomes so, the more it is a lure for the company promoter and the Northern Unionist. After all "The play's the thing" and we betide us when it shall be thought of Rugby football "The gate's the thing!"

**The Working Man Player.**  
This leads us to the vexed question of the working-man player. Club football now takes its teams so far afield that there are few fathers of families among the industrial classes, however good sportsmen and keen players, who get a chance to play for their clubs.

sacrifice even half a day's earnings to travel and play for their Club in away fixtures. Hence all this trouble to Devon County about paying members for "broken time." Only by an arduous use of language can we consider a gentleman of means who can afford to devote all his time to training for and making a business of football an "amateur," whilst the man in humble circumstances who "loves" the game as it should be loved, i.e. as a recreation, and yet cannot afford to play it at the expense of depriving his family of Saturday morning's pay, at once becomes a "professional" if he is recompensed for these illegal out-of-pocket expenses. "If he can't afford to, then he shouldn't play," is the answer of the doctrinaire; but if no more satisfactory way can be found out of the difficulty, the average working-man is debarred from Club play and the gates are opened for the Northern Union.

**Rugby in Hongkong.**  
As regards actual play, no matters of import appear to have engaged the Board's attention this season. Last year's rule that "the ball is not in the scrimmage until it has passed a man on either side" seems to have worked well and we have not heard so much of games being spoilt by the evils of "loose head."

Rugby is an exotic in Hongkong, the climate and the hard ground making the game somewhat over-rigorous. Perhaps some adaptation of the American game (O damned, heretical pen!) would be more suitable, with its weirdly quilted players. However, so much the greater credit to those strenuous enthusiasts who are bold enough to take the field and give us some of the only really exciting moments of the year. The Royal Navy especially. The sultriest sun and the hardest ground will not dry (I was about to say "damp") the ardour of these stalwarts.

**The Cup.**  
The Club is to be congratulated on winning back the Cup which has been with the Garrison for the last two years. It is always rather difficult to run a team that has to escape from the rigours of business to get their games and practice, and much credit is due to Mr. Stark for his unflinching zeal in keeping the team together. The Club was most unfortunate in losing the services of Mr. Claxton in their last match with the Navy. He has done as much as anyone to regain the Cup. The Navy lost some of their players through injuries, and one cannot help thinking also that the absence of various ships at difference times prevented their putting their best team on the ground. With the advent of our new battleship they ought to be able to do better next season. The Army were unfortunate in losing, through injury, the services of Mr. Monteith who has figured so frequently in Scottish Internationals. They were also handicapped by the arrival of D.C.L.L. late in the season and their prospects for next year should be distinctly brighter. Rugby enthusiasts may well consider that their game is the finest of all games. It is a game that calls into play all manly qualities: physical strength, endurance, knowledge, quickness, nerve, and unselfish discipline. Above all, the latter: there is no game of which the very essence is so much the sacrifice of the individual, to the side. It is a democratic game where all classes can meet and strive together, putting all their strength into one united purpose for the space of a brief seventy minutes. It is the only game which gives each player this sense of physical striving all the time. But alas, it is a game for the heyday of youth and when to-night the players gather together to do honour at the shrine of Rugby football, let them determine to enjoy each successive season as it were their final one. For the time will surely come when they will only be able to feel the thrill of the game at second-hand as spectators on the touch-line. So drain your goblets and drink heartily to the glory of Youth and Rugby; or ever the evil hour draws nigh when "Ishod" is written over your Rugger days—when some stiffening of the joints, some slackening of nerve, or some whisper of "No more football for keen players, who get a chance to play for their clubs."







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| "E. of India" .....                | June 7  | "Allan Line" ..... | July 4  |
| "Monteagle" .....                  | June 21 | "E. of Ireland" .. | July 25 |

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OUTWARD.

|                        |          |                     |          |
|------------------------|----------|---------------------|----------|
| S.F. SEGOVIA .....     | 8th May  | S.S. SAXONIA .....  | 24th May |
| S.S. FURST BULOW ..... | 10th May | S.S. PREUSSEN ..... | 24th May |
| S.S. BIRKENFELS .....  | 24th May |                     |          |

## HOMEWARD.

|                                       |                                       |
|---------------------------------------|---------------------------------------|
| For Havre, Bremen & Hamburg:          | For Marseilles & Hamburg:             |
| S.S. LIBERIA .....                    | 17th May                              |
| For V'er, S'ia, and/or T. & P. (Or.): | For Havre, Bremen & Hamburg:          |
| S.S. SAXONIA .....                    | 20th May                              |
| For Rotterdam, Hamburg & Antwerp:     | For V'er, S'ia, and/or T. & P. (Or.): |
| S.S. BAYERN .....                     | 22nd May                              |
| For Marseilles & Hamburg:             | For Marseilles, Havre & Hamburg:      |
| S.S. ARABIA .....                     | 26th May                              |
| For Antwerp & Hamburg:                | S.S. FURST BULOW .....                |
| S.S. SICILIA .....                    | 6th June                              |
| For Rotterdam & Hamburg:              | S.S. BRASILIA .....                   |
| S.S. ALESIA .....                     | 10th June                             |

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HONGKONG TO CANTON. CANTON TO HONGKONG.  
FRIDAY, 2nd MAY.

|                        |                      |
|------------------------|----------------------|
| 10.00 p.m. "FATSHAN."  | 5.00 p.m. "KINSHAN." |
| SATURDAY, 3rd MAY.     |                      |
| 8.00 a.m. "HEUNGSHAN." | 8.00 a.m. "HONAM."   |
| 10.00 p.m. "KINSHAN."  | 5.00 p.m. "FATSHAN." |

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Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok  
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MACAO TO HONGKONG.  
Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.  
EXCURSION TO MACAO  
SUNDAY, 4th May.

The Company's Steamship,  
"SUI AN,"  
will depart from the Company's WING LOK STREET WHARF at  
9 a.m. and return from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sun-  
day morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the  
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from Macao at 5 p.m.

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PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION

| Destination.                                                                                                      | Steamers                                                                              | Sailing Date.                                                       |
|-------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| MARSEILLES,<br>LONDON &<br>ANTWERP.<br>via Singa-<br>pore, Penang,<br>Colombo,<br>Suez, and<br>Port Said.         | HIRANO MARU<br>Capt. H. Fraser T. 16,000                                              | W'NESDAY, 7th<br>May, at daylight.                                  |
| VICTORIA, B.C.,<br>and SEATTLE<br>via Keelung,<br>Shanghai, Moji,<br>Kobe, Yokkaichi,<br>Shimizu and<br>Yokohama. | TANGO MARU<br>Capt. Kawara T. 13,500                                                  | W'NESDAY, 21st<br>May at daylight.                                  |
| SYDNEY & MEL-<br>BOURNE, via<br>Manila, Thurs-<br>day Island,<br>Townsville and<br>Brisbane.                      | ISANUKI MARU<br>Capt. Richards T. 12,500<br>SSHIDZUOKA MARU<br>Capt. Iizawa T. 12,500 | SATURDAY, 17th<br>May from Kobe.<br>TUESDAY, 20th<br>May, at 4 p.m. |
| CALCUTTA via<br>S'pore, Penang<br>& Rangoon.                                                                      | INABA MARU<br>Capt. Tonihaga T. 12,500<br>NIKKO MARU<br>Capt. Yagi T. 9,600           | W'NESDAY, 7th<br>May, at Noon<br>WEDNESDAY 4th<br>June at noon.     |
| BOMBAY via Singa-<br>pore and Colombo.                                                                            | TOSA MARU<br>Capt. T. Sato T. 12,000                                                  | SATURDAY, 3rd<br>May.                                               |
| KOBE & Y'HAMA                                                                                                     | PENANG MARU<br>Capt. Noma T. 12,500<br>AKI MARU<br>Capt. B. Kon T. 12,500             | MONDAY, 12th<br>May.<br>THURSDAY, 8th<br>May at 11 a.m.             |
| KOBE                                                                                                              | COLOMBO MARU<br>Capt. Kawashima T. 6,000                                              | MONDAY, 12<br>May.                                                  |
| N'SAKI, KOBE &<br>YOKOHAMA.                                                                                       | KUMANO MARU<br>Capt. M. Winkler T. 9,600                                              | WEDNESDAY 7th<br>May at Noon.                                       |
| SHANGHAI, MOJI<br>& KOBE                                                                                          | BOMBAY MARU<br>Capt. Tozawa T. 6,000                                                  | WED'DAY, 7th<br>May.                                                |

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| MANILA, CEBU & ILOILO. | "TAMING" | 6th May, at 4 p.m.    |
| SHANGHAI               | "LUCHOW" | 8th May, at 4 p.m.    |

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| Steamship.   | T.   | Captains.     | For                                    | Sailing date.                |
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| RUBI .....   | 4000 | J. Miller     | { Manila Mangarin,<br>Iloilo and Cebu. | WEDNESDAY<br>7th May, 4 p.m. |
| ZAFIRO ..... | 4000 | F.S. McMurray | { Manila Mangarin,<br>Iloilo and Cebu. | SATURDAY<br>17th May.        |

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| Tjilmanoeck | JAVA     | 2nd half Apr.        | JAPAN    | 1st half May.          |
| Tjipanas    | JAVA     | 1st half May         | SHANGHAI | 1st half May.          |
| Tjibodas    | SHANGHAI | 2nd half May         | JAVA     | 2nd half May.          |
| Tjilatjap   | JAPAN    | 2nd half May         | JAVA     | 2nd half May.          |
| Tjimahi     | JAPAN    | 2nd half May         | JAVA     | 2nd half May.          |
| Tjitaroom   | JAVA     | 2nd half May         | JAPAN    | 1st half June.         |
| Tjikini     | JAVA     | 1st half June        | JAPAN    | 1st half June.         |
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| Steamer            | Tons   | Captain       | Date of Sailing |
|--------------------|--------|---------------|-----------------|
| S.S. "Chiyo Maru"  | 22,000 | W.W. Greene   | May 27th        |
| S.S. "Nippon Maru" | 11,000 | A. G. Stevens | June 17th       |
| S.S. "Tenyo Maru"  | 22,000 | E. Bent       | June 24th       |
| S.S. "Shinyo Maru" | 22,000 | H.S. Smith    | July 15th       |

The S.S. Chiyo Maru will be despatched for San Francisco via  
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Proposed Sailings From Hongkong (Subject to Alteration).

| Steamers      | Tons   | Date of Sailing              |
|---------------|--------|------------------------------|
| Hongkong Maru | 11,000 | Wednesday June 4, Noon.      |
| Kiyo Maru     | 17,200 | Tuesday, August 5, Noon 1913 |

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| Steamers: | Siberia   | 18,000 Tons | Starting | May 6, at 1 p.m.  |
|-----------|-----------|-------------|----------|-------------------|
|           | * China   | 10,200      |          | May 13, at 3 p.m. |
|           | Manchuria | 27,000      |          | May 20, at 1 p.m. |

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|---------------|--------|------------------|-----------|
| Leave         | Manila | Manila           | Hongkong. |
| Hongkong.     | May 15 | May 3 CHINA      | May 5     |
| May 13 CHINA  | May 15 | May 11 MANCHURIA | May 13    |
| June 3 NILE   | June 5 | June 21 PERSEA   | June 23   |
| July 1 PERSEA | July 3 |                  |           |

King's Building (Opp. Blake Pier). O. H. RITZER, Telephone No. 141  
Hongkong, 10th January, 1913.  
Pacific-Pacific International Expedition-San Francisco, 1913.

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| HAITAN .....  | J. S. Roach   | TUESDAY, 6th May, at 11 a.m.  |
| HAIVANU ..... | A. E. Hodgins | FRIDAY, 9th May, at 11 a.m.   |
|               |               | FOR SWATOW.                   |
| HAIMUN .....  | J. W. Evans   | W'NESDAY, 7th May, at 11 a.m. |

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Diesel oil engines of 300 h.p.  
are used to generate the electri-  
city which drives the propeller.  
The system is identified with the  
name of Mr. Henry A. Mavor, of  
Glasgow, to whom the problem  
was submitted. The Tynemount,  
which will be controlled with per-  
fect ease through electric switches,  
has a deadweight of 2,400 tons, is  
250ft. long, 42ft. broad, and 19ft.  
deep.

## The Diesel Engine in America.

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the British Isles the engineering  
observer must at once be impress-  
ed by the fact that the majority  
of the small American towns can  
boast of a central electricity sup-  
ply station, whilst the number of  
British towns with similar popu-  
lations thus provided is small in  
proportion. As in the British  
stations, steam is the motive  
power in the majority of cases,  
the gas or oil-engine driven  
plant being the rare excep-  
tion. Unlike the British  
stations, however, the American  
central stations have made practi-  
cally no effort, up to the present,  
to adopt a form of stand-by  
unit which is finding great favour  
in the former—namely, the Diesel  
type of oil engine. This prime  
mover is eminently suited to cen-  
tral station stand-by service for  
reasons which have been stated  
too often to require repetition.

The number of Diesel engine  
manufacturers in The  
United States is smaller than might  
be expected from a nation whose  
enterprise is not usually behind  
that of other countries; but there  
are sound reasons for this state of  
affairs. The engines and boilers  
used in the average American  
central station of small and medi-  
um capacity are not of a very  
costly type, and they are simple  
in construction and maintenance;  
the operating expenses are not,  
therefore, very heavy. More-  
over—and this is the crux of  
the question—coal is cheap;  
so that when everything is taken  
into consideration it will be re-  
alized that the American central  
station engineer will have little  
to gain by adopting a prime  
mover the initial expense and  
upkeep charges of which, at the  
present stage of its development,  
are considerably in excess of those  
for the steam plant, whilst the  
fuel may or may not be cheaper  
than coal, according to the loca-  
tion of the plant and the temper-  
ature of the great oil-supply corpo-  
rations. Notwithstanding these facts,  
the American oil-engine has made  
great headway, comparatively  
speaking, during the past 13  
months, although most of the  
plants have been of small size,  
under 250 h.p. and a good many  
mechanical difficulties have been  
encountered in their operation.

On the other hand, the fuel  
efficiency is high, the auxiliaries  
do not involve great expense and  
operating charges, the engines  
are extremely "handy," and  
being of the high-speed vertical  
type, are economical of floor-space  
and foundations. The Diesel  
engine situation in America is  
simply that commercial engineers  
do not see any overall saving ex-  
cept in isolated cases, in adopting  
this class of prime mover, whilst  
the repair charges at present are  
also too heavy for their liking.  
Indeed, it may be suggested that  
even in Europe the present  
"boom" in Diesel-type oil-  
engines is rather over running the  
justified demand, and that  
some of the existing  
installations do not show any  
economy over steam plant, even  
though they work satisfactory  
and economically as regards re-  
pairs and maintenance. No  
doubt a great future exists, both  
on land and afloat, for this type  
of engine, which probably marks  
the most important step in the  
power-world since the introduc-  
tion of the gas producer; but still  
steam may take more supplanting  
than Diesel enthusiasts are in-  
clined to admit.

Don't forget after the Show  
Supper & Light Refreshments.  
ALEXANDRA CAFE, Open  
Till Midnight.



## Shipping

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)  
 For Steamship On  
 MANILA.....YUENSANG\*...Saturday, 3rd May, at 2 p.m.  
 SHANGHAI via Swatow, KWONGSANG Sunday, 4th May, at d'light.  
 KOBE & MOJI.....YATSHING\* Sunday, 4th May, at d'light.  
 SANDAKAN.....MAUSANG\* Wednesday, 7th May, at 4 p.m.  
 TIENTSIN.....CHEONGSHING\* Friday, 9th May, at noon.  
 MANILA.....LOONGSANG\* Saturday, 10th May, at 2 p.m.  
 RETURN TOURS TO JAPAN (Occupying 24 days)  
 The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.  
 These vessels have all modern improvements and are fitted throughout with Electric Light.  
 A duly qualified surgeon is also carried.  
 Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
 Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.  
 For Freight or Passage, apply to **JARDINE, MATHESON & CO., LD.**  
 Telephone No. 215. General Managers.

## THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.  
 Subject to change without Notice.

"SHIRE" LINE SERVICE.—HOMEWARDS.  
 For Steamers. Date of Sailing.  
 MARSEILLES, LONDON } DEN OF GLAMIS ..... To-day.  
 & ANTWERP ..... FLINTSHIRE ..... About 20th July.  
 LONDON & ANTWERP ..... MONMOUTHSHIRE ..... 1st August.  
 NEW TRANS-PACIFIC "SHIRE" and "GLEN" JOINT SERVICE.  
 VANCOUVER, SEATTLE, } FALLS OF ORCHY... About 6th May.  
 TACOMA & PORTLAND }  
 VICTORIA, VANCOUVER } HARPADUS ..... 10th June.  
 & SEATTLE ..... VESTALIA ..... 27th June.  
 PORTLAND, TACOMA & SEATTLE .....  
 Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & CO., LD.,**  
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## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
 YOKOHAMA, KOBE, HONGKONG AND RANGOON.  
 EASTWARD.

The S.S. "FULTALA," 4154 tons gross, Capt. Chidley, will be despatched for YOKOHAMA, KOBE & MOJI on the 15th May at daylight, taking cargo and passengers at current rates.  
 For Freight and Passage, apply to  
**JARDINE, MATHESON & CO., LTD.,**  
 AGENTS.  
 Telephone No. 215.  
 Hongkong, 1st May, 1913.

## THE TAIKOO DOCKYARD &amp; ENGINEERING CO. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.  
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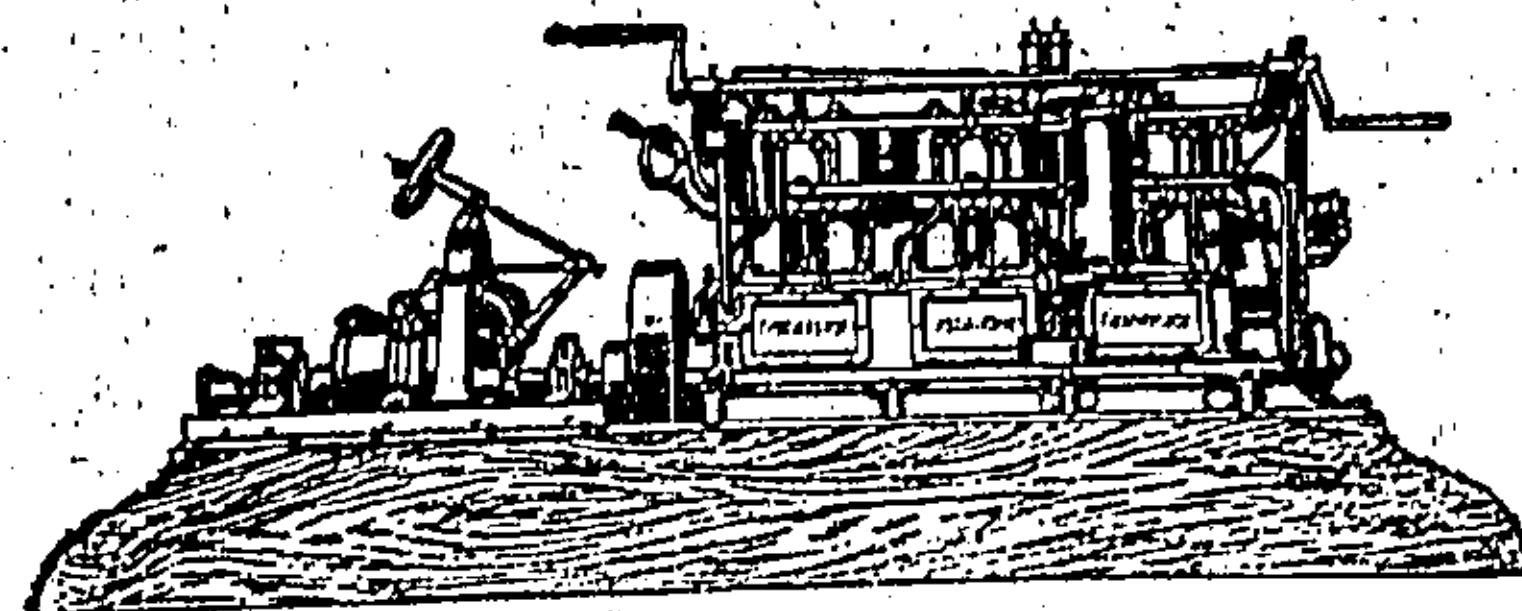
GRAVING DOCK 78' x 88' x 34'6"  
 Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.  
 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.  
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O.S. type Motor and Reverse Gear.  
 B.H.P. Paraffin 70, Petrol 80.

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 MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

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HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 512.

## VESSELS TAKING CARGO.

## European Ports.

| Destination.                                 | Vessel's Name. | For Freight Apply To | To be Dispatched. |
|----------------------------------------------|----------------|----------------------|-------------------|
| London and Antwerp                           | Flintshire     | J. M. & Co.          | 20 July           |
| London & Antwerp via Singapore, &c.          | Nile           | P. & O. Co.          | 14 May, about     |
| Havre and Hamburg, &c.                       | Arabia         | H. A. L.             | 27 May            |
| Havre, Hamburg & Bremen                      | Segovia        | H. A. L.             | 19 June           |
| Hamburg and Antwerp                          | Scyllia        | H. A. L.             | 4 June            |
| Havre, Bremen & Hamburg, &c.                 | Liberia        | H. A. L.             | 16 May            |
| Marseilles &c.                               | Polynesien     | M. M. Co.            | 20 May            |
| do                                           | Magellan       | M. M. Co.            | 3 June            |
| do                                           | Paul Lecat     | M. M. Co.            | 17 June           |
| do                                           | Armand Behio   | M. M. Co.            | 1 July            |
| do                                           | Atlantique     | M. M. Co.            | 15 July           |
| do                                           | E. nest Simons | M. M. Co.            | 29 July           |
| Marseilles, London and Antwerp               | Glenturret     | S. T. & Co.          | 5 June, about     |
| do                                           | Amazona        | M. M. Co.            | 6 May             |
| Marseilles, London & Antwerp via S'pore, &c. | Hirano Maru    | N. Y. K.             | 7 May             |
| Marseilles, London and Antwerp               | Tango Maru     | N. Y. K.             | 21 May            |
| Rotterdam and Hamburg                        | Alesia         | H. A. L.             | 10 June           |
| do                                           | Segovia        | H. A. L.             | 19 June           |
| Rotterdam, Bremen, Hamburg, & Antwerp, &c.   | Bayern         | H. A. L.             | 20 May            |
| Trieste, &c.                                 | Bohemia        | S. W. & Co.          | 13 May            |
| Trieste, Fiume, Venice via Singapore, &c.    | China          | S. W. & Co.          | 3 May             |
| London & Antwerp                             | Monmouthshire  | J. M. & Co.          | 1 August          |
| London via Usual Ports                       | China          | P. & O. Co.          | 8 May             |

## New York, San Francisco and Canada.

|                                             |                |              |                |
|---------------------------------------------|----------------|--------------|----------------|
| San Francisco via Japan                     | Nile           | P. M. Co.    | 3 July         |
| Victoria and Seattle                        | Sanki Maru     | N. Y. K.     | 17 May         |
| Mexican, Peruvian and Chile Ports via Japan | Hongkong Maru  | T. K. K.     | 4 June         |
| do                                          | Kiyo Maru      | T. K. K.     | 5 August       |
| do                                          | Ghazee         | D. & Co.     | 9 May, about   |
| do                                          | L. thian       | D. & Co.     | 19 May, about  |
| San Francisco, etc.                         | Chiyo Maru     | T. K. K.     | 27 May         |
| do                                          | Nippon Maru    | T. K. K.     | 17 June        |
| do                                          | Tenyo Maru     | T. K. K.     | 24 June        |
| San, Francisco via Japan                    | Siberia        | P. M. & Co.  | 6 May          |
| do                                          | China          | P. M. & Co.  | 15 May         |
| do                                          | Nile           | P. M. & Co.  | 5 July         |
| Victoria, B.C., & Tacoma via Japan, &c.     | Chicago Maru   | O. S. K.     | 17 May         |
| Victoria, B.C., & Seattle via Shanghai, &c. | Shidzuoka Maru | N. Y. K.     | 20 May         |
| Victoria, Vancouver, B.C., Seattle          | Harpagus       | J. M. & Co.  | 10 June, about |
| Vancouver via Japan                         | E. of Russia   | C. P. B. Co. | 21 May         |
| do                                          | E. of India    | C. P. B. Co. | 7 June         |
| Vancouver, Seattle, &c.                     | Saxonia        | H. A. L.     | 22 May         |
| Vancouver, Seattle and Portland             | Falls of Orchy | J. M. & Co.  | 6 May          |
| Vancouver via Shanghai, Japan, &c.          | Monteagle      | C. P. B. Co. | 21 June        |
| Portland, Tacoma and Seattle                | Vestalia       | J. M. & Co.  | 27 June        |

## Australia.

|                             |                 |             |         |
|-----------------------------|-----------------|-------------|---------|
| Australian Ports via Manila | Prinz Sigismund | M. & Co.    | 17 May  |
| do                          | Taiyuan         | B. & S.     | 10 May  |
| do                          | Guthrie         | B. & S.     | 23 May  |
| do                          | Inaba Maru      | N. Y. K.    | 7 May   |
| do                          | Empire          | G. L. & Co. | 24 May  |
| do                          | St. Albans      | G. L. & Co. | 21 June |
| do                          | Nikko Maru      | N. Y. K.    | 4 June  |

## Singapore, Coast Ports and Japan.

|                                       |               |                   |                |
|---------------------------------------|---------------|-------------------|----------------|
| Shanghai                              | Delta         | P. & O. Co.       | 8 May          |
| Singapore, Penang, & Calcutta         | Arratoon Apar | D. S. & Co. Ltd.  | 7 May          |
| Singapore, Penang, Rangoon & Calcutta | Tosa Maru     | N. Y. K.          | 3 May          |
| Singapore, Penang and Calcutta        | Laisang       | J. M. & Co.       | 2 May          |
| Batavia, Cheribon, Samarang, &c.      | Tijitarem     | J. O. J. L.       | Quick despatch |
| do                                    | Tijitami      | J. O. J. L.       | Quick despatch |
| do                                    | Tijitwong     | J. O. J. L.       | Quick despatch |
| Japan                                 | Paul Lenat    | M. M. Co.         | 18 May         |
| Japan &c.                             | Armand Behio  | M. M. Co.         | 1 June         |
| do                                    | Atlantique    | M. M. Co.         | 15 June        |
| do                                    | Ernest Simons | M. M. Co.         | 29 June        |
| do                                    | Amazona       | M. M. Co.         | 13 July        |
| do                                    | Australien    | M. M. Co.         | 27 July        |
| Kobe & Yokohama                       | Saigon Maru   | O. S. K.          | 21 May         |
| Yokohama, Kobe & Moji                 | Aki Maru      | N. Y. K.          | 8 May          |
| do                                    | Fultala       | J. M. & Co.       | 15 May         |
| Yokohama, Kobe and Moji               | Torilla       | D. S. & Co.       | 8 May          |
| Nagasaki, Kobe & Yokohama             | Yatshing      | J. M. & Co.       | 5 May          |
| Yokohama and Kobe via Moji            | Kumano Maru   | N. Y. K.          | 7 May          |
| Yokohama and Kobe via Shanghai        | Torilla       | D. S. & Co.       | 8 May          |
| do                                    | Persia        | S. W. & Co.       | 5 May, about   |
| do                                    | Gisel         | S. W. & Co.       | 31 May, about  |
| Anping and Takao via Swatow and Amoy  | Sosho Maru    | O. S. K.          | 30 April       |
| Foochow via Swatow and Amoy           | Kaijo Maru    | O. S. K.          | 7 May          |
| Tamsui via Swatow & Amoy              | Daigi Maru    | O. S. K.          | 4 May          |
| Shanghai, Nagasaki, Kobe and Yokohama | Goeben        | M. & Co.          | 14 May, about  |
| Shanghai, Moji, Kobe & Yokohama       | Sumatra       | P. & O. S. N. Co. | 4 May, about   |
| Shanghai, Kobe and Moji               | Thongwa       | D. S. & Co.       | 30 April       |
| Shanghai, Kobe & Yokohama             | Magellan      | M. M. Co.         | 4 May          |
| do                                    | Segovia       | H. A. L.          | 8 May          |
| do                                    | Furst Bulow   | Do.               | 19 May         |
| do                                    | Birkenfels    | Do.               | 24 May         |
| Shanghai, Moji & Kobe                 | Bombay Maru   | O. S. K.          | 7 May          |
| Shanghai                              | Chonan        | P. & S.           | 3 May          |
| Shanghai and Japan                    | Saxonia       | Do.               | 24 May         |
| do                                    | Preussen      | Do.               | 24 June        |
| Shanghai                              | Kwangsang     | J. M. & Co.       | 4 May          |
| Shanghai                              | Luchow        | B. & S.           | 8 May          |
| Shanghai, Tientsin, Kobe and Yokohama | Tijitap       | J. O. J. L.       | Quick despatch |
| do                                    | Tijitadas     | J. O. J. L.       | Quick despatch |
| do                                    | Tijitini      | J. O. J. L.       | Quick despatch |
| do                                    | Bubi          | S. T. & Co.       | 7 May          |
| Manila &c.                            | Yuensang      | J. M. & Co.       | 3 May          |
| do                                    | Loongsang     | J. M. & Co.       | 10 May         |
| Manila &c.                            | Zahro         | S. T. & Co.       | 17 May         |
| Swatow, Amoy and Foochow              | Haitan        | D. L. & Co.       | 6 May          |
| do                                    | Haiyang       | D. L. & Co.       | 9 May          |
| Swatow                                | Haimun        | D. L. & Co.       | 4 May          |
| do                                    | Afri ca       | S. W. & Co.       | 29 May         |

## THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS  
 SAILING (SUBJECT TO ALTERATION).

| Steamers. | Arrive Hongkong from Australia. | Leave Hongkong for Australia. |
|-----------|---------------------------------|-------------------------------|
| TAIYUAN   | 5th May                         | 10th May                      |
| GUTHRIE   | 11th June                       | 28th May                      |
| CHANGSHA  |                                 | 14th June                     |

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc, and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

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SHIPCHANDLERS.

PROVISION & COAL

MERCHANTS

Hongkong, 22nd May, 1913.

## MOVEMENTS OF STEAMERS.

## VESSELS ADVERTISED TO DEPART TO-MORROW.

| For.         | Vessel.    |
|--------------|------------|
| Siam.        | Rajah.     |
| Straits.     | China.     |
| Haiphong.    | Si-Kiang.  |
| Philippines. | Yuensang.  |
| Macao.       | Sui Tai.   |
| Shanghai.    | Chonna.    |
| Swatow.      | Kwongsang. |
| Japan.       | Yatshing.  |
| Slam.        | Samsen.    |
| Calcutta.    | Tosa Maru. |

## VESSELS ADVERTISED TO ARRIVE TO-MORROW.

| From.      | Vessels. |
|------------|----------|
| Singapore. | Torilla. |

## AMERICAN MAIL.

The P. M. s.s. Manchuria left San Francisco for Hongkong on the 12th ult. via the usual ports of call.

The P. M. s.s. China, voyage 111 Out, sailed from Yokohama for Hongkong, via Manila, at daylight on Friday the 25th ult. Her mails have been transferred to the Osaka Shosen Kaisha Line.

## CANADIAN MAIL.

The C. P. R. s.s. Monteagle left Vancouver, B.C., on the 17th ult., and is due to arrive at Hongkong on the 10th inst.

The C. P. R. s.s. Empress of India arrived at Vancouver B.C., on the 26th ult., at 8 p.m.

## GERMAN MAIL.

The I. G. M. s.s. York, which left here on the 1st ult., at 10 a.m. arrived at Genoa on the 30th ult. at 7 a.m.

## AUSTRALIAN MAIL.

The E. & A. s.s. Empire from Sydney etc., left Manila on the 28th ult., at 6 p.m., for this port, and may be expected to arrive here on the 2nd inst., morning.

## MERCHANT STEAMERS.

The P. & O. Ceylon, is expected to arrive at Colombo on the 7th inst., at 6 p.m.

The s.s. Glenstrae passed the Suez Canal on the 29th ult., for Hongkong via Straits.

The s.s. Torilla, from Calcutta left Singapore on the 28th ult., and may be expected here on or about the 3rd inst., p.m.

The I.-O. S. N. s.s. Suisang from Calcutta is due at Hongkong on the 10th inst.

The I.-O. S. N. s.s. Cheongshing from Tientsin is due at Hongkong on the 4th inst.

The I.-O. S. N. s.s. Waishing from Bangkok is due at Hongkong on the 4th inst.

## THOS. COOK &amp; SON, Tourist, Steamship and Forwarding Agents, Bankers, &amp;c.

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22] Chief Office:—LUDGATE CIRCUIS, LONDON, E.C.

## Russian Volunteer Fleet.

The STEAMERS of the RUSSIAN VOLUNTEER FLEET calling at Hongkong once a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at, on the way, according to the schedule viz:—  
 HOMEWARD BOUND STEAMERS for Singapore, Penang, Colombo, Djibouti, Hodeidah, Jeddah, Suez, Port Said, Beyrouth, Constantinople, Batoum, Odessa.

N.B.—The steamers calling at the ports printed in black letters, may be cancelled, if no cargo or passengers offered there.

OUTWARD BOUND STEAMERS for Nagasaki and Vladivostok.

The Agency of the Russian Volunteer Fleet at Hongkong, will also accept Cargo and issue through Bills of Lading for all Black and Azov Seas Ports, with transshipment at Odessa, and for Hakodate and all Ports of Tartarian Strait and Kamohatka with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the steamer's schedule will not be accepted by this Agency.

NEXT HOMEWARD BOUND STEAMER is expected to arrive in Hongkong about the middle of May 1913.

For Freight, Passage and further particulars

**Capt. D. A. LUKHMANOFF,**

Agent.

Hotel Mansions, 3rd Floor, Rooms Nos 12A & 14.

Telephone No. 1234. Hongkong, 23rd April, 1913.



HOTEL LISTS.

Hongkong Hotel.

Amely, E. Innes, Capt. R.  
Ashley, Miss C. Jones, Wm. C.  
E. Judah, Mrs. A.  
Banderin, M. N. E.  
Barberini, E. T. Kruseman, A.  
Baring, M. Lambert, Mrs.  
Bate, E. R. W. H.  
Bayly, E. B. Kuapp, W. B.  
Beach, O. Lobbs, Dr. E. L.  
Beale, N. G. M.  
Beaumont, E. A. Mackenzie, A.  
Bellios, Mrs. E. MacIntyre, Mr.  
R. and Mrs. Nell  
Bena, G. A. MacLaren, J.  
Bernhardt, A.  
Misses S. & A. Marcy, F. A.  
Berry, Miss B. Martin, G.  
Berry, Miss B. Matheson, Mrs.  
Reynon, Capt. R. T. and  
C. R. child.  
Bishop, Mrs. T. Maxson, J. R.  
Bishop, T. E. Mayne, L.  
Brunsmann, O. McKean, Dr. G.  
Cambridge, A. J. W.  
Chalmers, J. S. McKenny, Dr.  
Claxton, A. A. O. W. & Mrs.  
Cogan, Mrs. J. Meroeki, J.  
Cowen, Mrs. W. Moslan, P. F.  
Mulder, J. D.  
Crocker, Miss F.  
Culpin, Dr. and Newman, E.  
Mrs. O'Leary, Miss  
Davies, G. H. G.  
Davis, C. H. Provost, E.  
Deane, A. F. Ray, E. H.  
Derteano, Mr. & Reay, Miss F.  
Mrs. & 2 child.  
ren, Richards, Miss  
Dewar, J. C.  
D'Oettingen, V. Ricketts, Mr. &  
Douglas, Mrs. R. Mrs. W. R.  
H. Robins, C. F.  
Dowley, W. A. Robinson, W. V.  
Ehrenfels, H. C. Sibley, J. C.  
Finlayson, Mrs. Smith, Mr. and  
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Fisher, H. G. Smith-Marriott  
Fynes-Clinton, C. E.  
R. Sorby, V.  
Garland, Mr. & Southmayd, J.  
Mrs. H. P. B.  
Garland, Miss M. Sutherland, P.  
Garland, M. D.  
Garland, L. S. Spittles, Mr. H.  
Gare, Mrs. Mrs. James.  
Gordon, A. G. Spiro, S.  
Goulbourn, V. Square, Miss.  
Gould, Mr. J. Stainer, Lt. and  
Gourgey, L. Mrs. O. E.  
Graham, C. Steele, Rev. J.  
Grisogono, P. O. Stephenson, B.  
Von. Stout, R.  
Hall, Capt. T. P. Tait, J. M.  
Hanna, Dr. J. G. Tapp, J. R.  
Harbord, W. T. Tatum, Mrs.  
Haywood, Miss Watkins, H.  
F. Webb, Mr. and  
Heath, Mrs. P. Mrs. B.  
Henderson, O. A. Weill, Mr. and  
Hewitt, Hon. E. Mrs. A. and 4  
A. O. M. G. children.  
Holmes, G. White, F. W.  
Howe, Mrs. Geo. Wood, G. G.  
R.

Grand Hotel.

Ahnberg, K. Lorria  
Bankefort, C. Lowell, Mr. &  
Banchenon, P. Mrs.  
Boggs, D. Mayr, Mr. and  
Bonetta, Miss V. Mrs.  
Brill, Dr. Merlin, L.  
Bumann, C. Meyer, N.  
Cumann, Miller, F.  
Calvert, Miss Moller  
Crew, Mr. and Moonan, J.  
Mrs. Parshall, J.  
Elson, W. Sanborn, W.  
Grant, G. Schmidt  
Fronok, C. Stephano, Miss  
Fridley, G. Thomas, Mr. &  
Grace, Miss Mrs. A.  
Haden, F. Watkins, G.  
Higginbotham, Weismann, C.  
Key, Dr. Wills, E.  
Kuhl, Woodcock

Oraighburn.

Bevington, F. Mullins, Lieut.  
Caldwell, Mr. Col. & Mrs. A.  
Caldwell, Miss J. R. G. A.  
Carpenter, Mr. Morley, Miss  
and Mrs. Nation, W.  
Cornell, W. A. Ram, E. A.  
Haskell, Lt. Galbraith, J.  
& Mrs. M.  
Kydd, Mr. and Smith, Mrs. G.  
Mrs. Smith, E. G.  
Morley, Mrs. Wood, E. M.

LESSONS IN CHINESE.

MR. LI HUN FAN, a Chinese  
graduate versed in literature,  
has been a teacher to European officials  
and merchants in this Colony for over  
ten years.  
He has a good method of training  
Europeans to pass in the Chinese ex-  
amination, and is possessed of a first  
rate certificate as a Chinese teacher.  
He has also a good knowledge of  
Mandarin and Hakka.  
Those who intend learning the Chi-  
nese language are requested to write care  
of "Hongkong Telegraph" office or  
direct to 87 Hollywood Road, 1st floor.  
Hongkong, 29th Jan. 1913. [147]

MEE CHEUNG.

ART PHOTOGRAPHER  
HONGKONG.  
TELEPHONE NO. 1018.  
Developing, Printing & Enlarging  
Hongkong, 1st May, 1913.

Consignees

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"WRAY CASTLE."

From NEW YORK.

CONSIGNEES of Cargo are here-  
by informed that all Goods are  
being landed at their risk into the  
Godowns of the Hongkong and Kow-  
loon Wharf and Godown Company,  
Limited, whence and or from the  
wharves delivery may be obtained.  
Optional Cargo will be forwarded  
unless notice to the contrary be given  
before.

No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
5th May 1913 will be subject to rent.  
All claims against the Steamer  
must be presented to the Undersigned  
on or before the 26th prox., or they will  
not be recognised.

All broken, chafed, and damaged  
Goods are to be left in the Godowns  
where they will be examined on the  
5th prox. at 11 a.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned  
by

DODWELL & CO., LTD.

Agents.  
Hongkong, 28th April, 1913. [388]

SOCIETA NAZIONALE DI

SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.

From BOMBAY and KOBE.

THE Steamship

"ISCHIA."

having arrived from the above ports,  
Consignees of cargo by her are hereby  
informed that their goods are being land-  
ed at their risk into the hazardous and/or  
extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, whence  
delivery may be obtained. Perishable  
Goods to be taken delivery of imme-  
diately.

All Claims must be sent to the Office  
of the undersigned before NOON on the  
6th May, or they will not be re-  
cognised.  
All Claims must be presented within  
ten days of the steamer's arrival here,  
after which date they cannot be re-  
cognised.

No Claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
2nd May, will be subject to rent.  
All broken, chafed, and damaged  
Goods must be left in the Godowns,  
where they will be examined on the 2nd  
May, at 9.30 a.m.  
No Fire Insurance has been effected.  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 26th April, 1913. [387]

NORDDEUTSCHER LLOYD

BREMEN.

IMPERIAL GERMAN MAIL

LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of cargo are  
hereby informed that their Goods, with  
the exception of Opium, Treasure and  
Valuables, are being landed and stored  
at their risk into the hazardous and/or  
extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, and  
West Point Godowns, whence delivery  
may be obtained.

Optional Cargo will be forwarded on  
unless intimation is received from the  
Consignees before noon to-day request-  
ing it to be landed here.

No claims will be admitted after the  
Goods have left the Godowns, and all  
goods remaining undelivered after the  
7th of May, 1913, will be subject to  
rent.

All broken, chafed, and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the 7th  
of May, at 9.30 a.m.

All claims must reach us before the  
14th of May, 1913, or they will not be  
recognised.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned  
by the undersigned.

NORDDEUTSCHER LLOYD,  
MELOHRS & CO.,  
General Agents.  
Hongkong, 30th April, 1913. [388]

Consignees

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL

LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"  
having arrived, Consignees of Cargo are  
hereby informed that their Goods, with  
the exception of Opium, Treasure and  
Valuables, are being landed and stored  
at their risk into the hazardous and/or  
extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, and  
West Point Godowns, whence delivery  
may be obtained.

Optional Cargo will be forwarded on  
unless intimation is received from the  
Consignees before noon to-day request-  
ing it to be landed here.

No claims will be admitted after the  
Goods have left the Godowns, and all  
goods remaining undelivered after the  
6th of May, will be subject to rent.

All broken, chafed, and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the  
6th of May, at 9.30 a.m.

All claims must reach us before the  
18th of May, 1913, or they will not be  
recognised.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned  
by the undersigned.

NORDDEUTSCHER LLOYD,  
MELOHRS & CO.,  
General Agents.  
Hongkong, 29th April, 1913. [385]

FROM EUROPE.

THE H. A. L. Steamship

"ALEXIA."

Captain G. Habel, having arrived,  
Consignees of Cargo are hereby informed  
that their goods are being landed and  
placed at their risk in the hazardous  
and/or extra-hazardous Godowns of the  
Hongkong & Kowloon Wharf and  
Godown Company, Limited, whence  
delivery may be obtained against Bills  
of Lading countersigned by the Under-  
signed.

Optional Cargo will be carried on  
unless notice to the contrary be given  
to-day.

All claims must be presented within 10  
days of the steamer's arrival here, after  
which date they cannot be recognised.

No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
6th prox., will be subject to rent.

All broken, chafed, and damaged  
Goods must be left in the Godowns,  
where they will be examined on the 6th  
prox. at 9.30 a.m.

No Fire Insurance will be effected by  
us in any case whatever.

This steamer brings on Cargo:—  
Ex S.S. "Goteborg," from Goteborg;  
"Jelo," from Drammen;  
"Germania," from Goteborg;  
"Riga," from Portimao;  
"Fari," from Abus.

HAMBURG-AMERIKA LINE,  
Hongkong Office,  
Hongkong 30th April, 1913. [340]

INDO-CHINA STEAM NAVI-

GATION CO., LTD.

From CALCUTTA, PENANG  
AND SINGAPORE.

THE Company's Steamship

"YATSHING."

having arrived from the above port,  
consignees of cargo are hereby informed  
that their goods will be delivered from  
alongside.

Cargo impeding the discharge or re-  
maining on board after 4 p.m. the 2nd  
inst., will be landed at Consignees' risk  
and expense.

No Fire Insurance will be effected by  
us in any case whatever.

Bills of Lading will be countersigned  
by

JARDINE, MATHESON  
AND CO., LTD.,  
Agents.

Hongkong, 1st May, 1913. [341]

To Sail

Regular Steamship Service

With Liberty to call at the  
Malabar Coast.

Proposed Sailing From Hongkong  
FOR NEW YORK.

S.S. "LOTHIAN" on or about  
19th May.

For Freight and further information,  
apply to

DODWELL & CO., LTD.

Agents.  
Hongkong, 30th April, 1913. [388]

Regular Steamship Service

With Liberty to call at the  
Malabar Coast.

Proposed Sailing From Hongkong  
FOR BOSTON & NEW YORK.

S.S. "GAZZER" on or about  
9th May.

For Freight and further information,  
apply to

DODWELL & CO., LTD.

Agents.  
Hongkong, 30th April, 1913. [384]

Notices

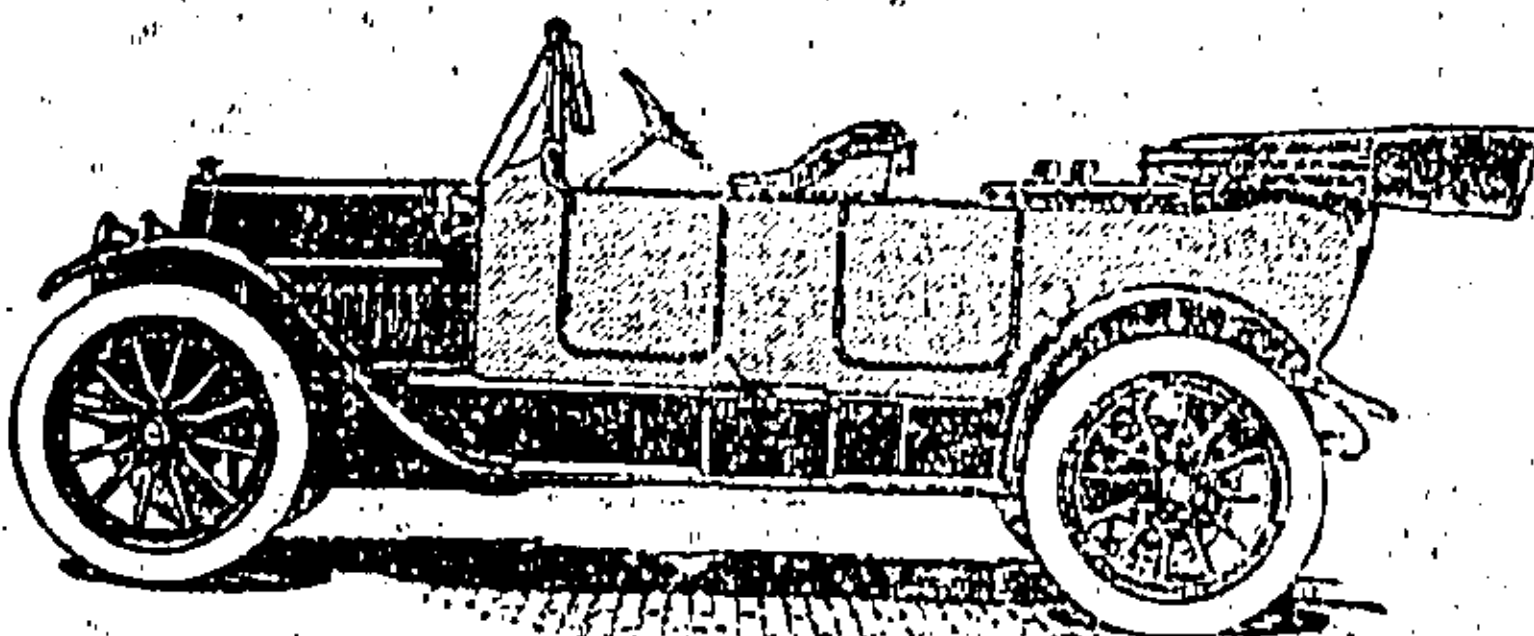
THE MOST POWERFUL OF ALL NON-POISONOUS

MICROBE DESTROYERS IS



IT DOES NOT OXIDISE ORGANIC MATTER,  
AND DOES NOT LOSE ITS STRENGTH ON EXPOSURE  
TO AIR.

AGENTS,  
W. R. LOXLEY & CO.,  
CHATER ROAD,  
HONGKONG.



Studebaker

LAW & SONS.

No. 3 Duddell Street.

Sole Agents.

DIESEL MOTORS  
A SPECIALITY.

The Diesel Motor Co. Ltd. of Stockholm, supplies

Stationary Diesel "POLAR" Motors from 25 to 1000 B.H.P.  
for Electric Power & Lighting Stations, Workshops, Pumps  
Mills, etc.

Direct Reversible Marine "POLAR" Motors from 60 to 2000  
B.H.P., both high-speed and slow-speed types  
Cheap Quality Oil Fuels Used.

1st Class References & Testimonials.  
Prices & Particulars. Also Complete Estimates from  
ARTHUR NILSSON & CO.,  
General Agents For China.

FILIPINO BARBER SHOP.

THE BEST IN THE COLONY!  
Come to us for AMERICAN Electric Massage!  
TRY OUR NEW SHAMPOOING AND HAIR DRESSING.

31, Des Voeux Road.

D. CHELLARAM.

THE BEST SILK STORE.  
EMBROIDERIES, MALTESE AND RARE  
CHINESE LACES.

BON TON STORE.

JUST ARRIVED!  
Sunshades In All Colours. Long Silk Gloves. Long Lisle  
Gloves. Also a Nice Assortment of Summer Materials, Voiles,  
Zephyrs, Diels, Muslins, Etc.

To Sail

GLEN LINE (McGREGOR,  
GOW & CO.) LTD.

FOR MARSEILLES, LONDON &  
ANTWERP.

THE Steamship

"GLENBURGH,"  
Capt. R. Webster, will be despatched  
for the above ports on 5th June, 1913.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
Agents.

Hongkong, 28th April, 1913. [327]

Temple in Memory of Mr. Sung.

Peking, April 25.—A temple  
is to be erected inside the Kuan-  
ganmen in memory of Sung  
Chiao-jen and Wu Lu-cheng.

A Somnambulist.  
A Malay, charged with murder  
before Mr. Justice Woodward at  
Ipoh, made a most extraordinary  
defence. He stated that he slept  
with his victim in an uninhabited  
house and during the night  
dreamed that he was fighting  
Puteh, the owner of the house,  
who was not present. In his  
dream he thought deceased was  
Puteh and slashed him with a  
parang before he realised what  
was happening. Dr. Dowden  
said he had never heard of a per-  
son inflicting such wounds while  
in a trance. Such wounds might  
be inflicted by a somnambulist,  
but it was improbable. Accused  
was found guilty and sentenced  
to death. He strongly maintained  
that he committed the murder  
in a dream.

Notices

FRESH CONSIGNMENT OF

SUMMER CORSETS

JUST UNPACKED.

ROYAL

W O R C E S T E R

B O N T O N

S E T S

R B O N T O N

NON-RUSTABLE

Also

A LARGE VARIETY OF

CLUNY TORCHON

And

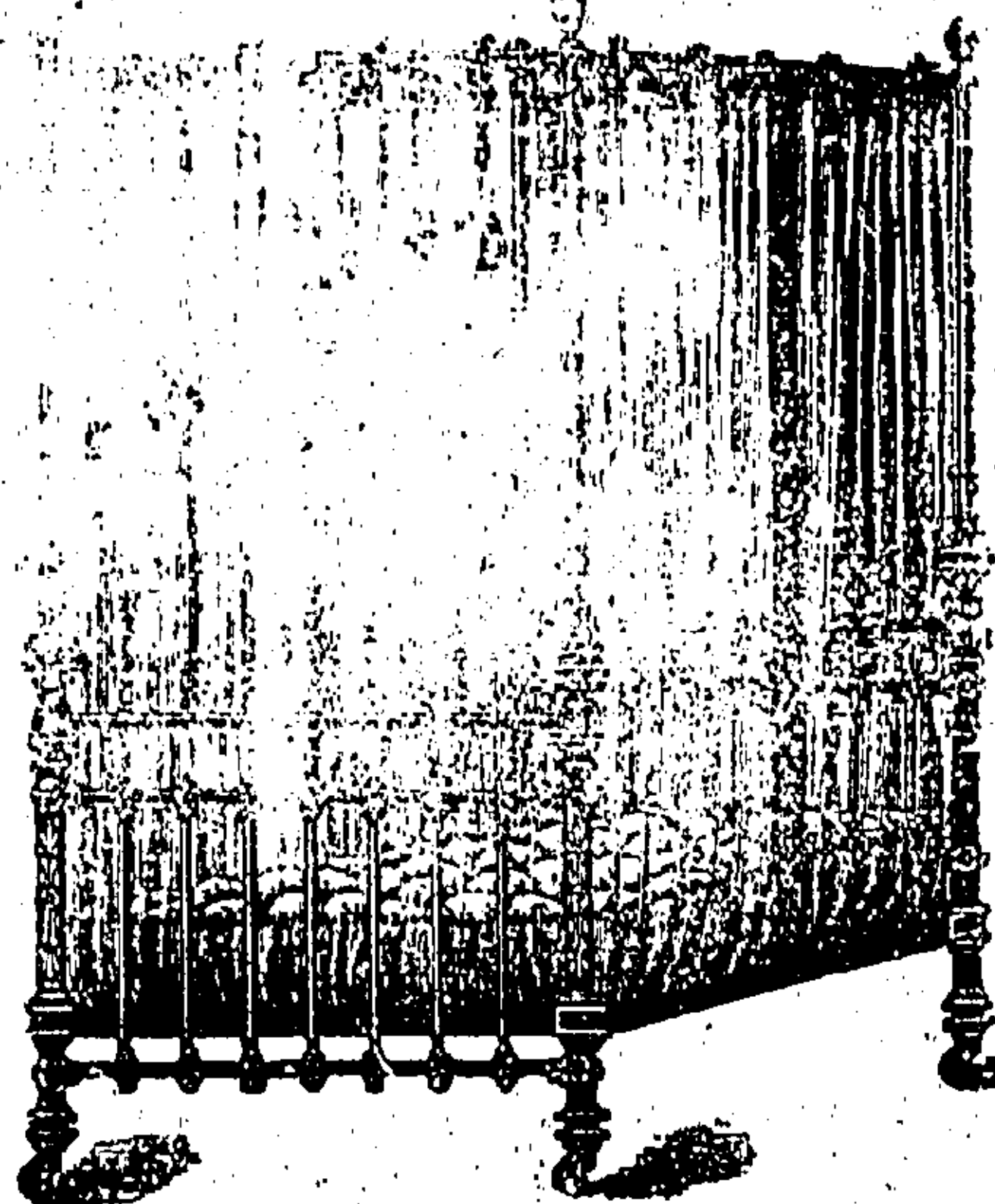
KULING LACES

American

Corset Store.

16 Des Voeux Road.

WHITEAWAY,  
LAIDLAW & CO., LTD.  
MOSQUITO NETS AND  
MOSQUITO HOUSES.  
QUOTATIONS AND SAMPLES GIVEN FOR  
SPECIAL SIZES



6 Feet 3 Ins. HIGH.

FOR BED. BEST 2nd

QUAL. QUAL.

8 feet wide \$7.30 \$6.55

3 ft. 6 ins. wide \$7.80 \$7.00

4 feet \$8.20 \$7.30

4 ft. 6 ins. wide \$8.65 \$7.75

5 feet \$9.20 \$8.15

7 Feet 6 Ins. HIGH.

BEST QUAL. 2nd

QUAL. QUAL.

8 feet \$8.85 \$7.70

8 ft. 6 ins. \$9.40 \$8.20

4 feet \$9.85 \$8.65

4 ft. 6 ins. \$10.45 \$9.00

5 feet \$11.10 \$9.65

These are all of Superior Cotton

Netting, English Manufacture.

MOSQUITO NET HOUSES

ANY SIZE TO ORDER.

SIZE 4 YARDS SQUARE

7 FEET 6 INS. HIGH.

LARGE ENOUGH TO CON-

TAIN BED, TABLE AND

TWO CHAIRS.

CALICO TOP.

PRICE \$24.50

OR WITH NET TOP.

PRICE \$25.75

Special Shapes and Sizes

Made to Order at

Short Notice.

20, DES VOEUX ROAD, HONGKONG

Notice

PEAK TRAMWAYS CO.,

LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.

8.00 a.m. to 10.00 a.m. " 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.30 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT OARS.

8.50 p.m. and 9 p.m. to 8.30 p.m.

11.00 p.m. every half hour.

every quarter of an hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.45 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 6.00 p.m. " 10 min.

6.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT OARS as on Week Days.

SATURDAYS.

Extra Cars at 12 midnight.

SPECIAL OARS.







